

Development of Differential Criteria for Determining Appropriateness of 'Side-Path' Applications for
Bicycle Use

OR15-186

Requisition #1854

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Q: On page three of the RFP it states that a survey is required to gain a better understanding of cyclists and their perceptions of various facilities. Are there specific survey locations in mind?

A: No there are no specific locations in mind. Ideally the location would be some place where a side-path is present in conjunction with either a marked bike lane or wide paved shoulder. If this is not possible surveys could occur where the two different facilities (on-road and off-roadway) are in close proximity to one another. The idea being that the survey would attempt to understand why the bicyclists choose one facility over another.

Q: The RFP says that the assessment tool will be utilized statewide but then only mentions urban and suburban situations, so does the survey need to include rural areas as well? For example, would surveying cyclists riding in Detroit and/or Grand Rapids be sufficient to be representative of everything that this research program would need? Or are more locations around the state expected?

A: It is a general assumption at this point that bicyclists are at greatest risk of a crash while operating a bicycle on a side-path in an urban and suburban areas due to the significant number of intersections (driveway and roadway), higher turning movement volumes, land use, etc.. In rural areas the operation of a bicycle on a side-path may not be as significant a safety concern due to the reduced number of intersections (driveway and roadway), lower number of turning movements, greater sight distances, etc. and therefore a lower chance of a crash. Unless bicycle/motor vehicle crash data indicates a significant crash problem associated with bicyclists on side-paths in rural areas the study focus area should be limited to urban and suburban areas.

Q: Additionally, how many surveys are expected to form a good understanding of cyclist's preferences for facilities? Is there a minimum response number that would be needed for validity of the research?

A: This would be left up to the researcher to determine what would be an appropriate number of surveys based on bicycle usage, crash history and general statistical methodology.